

COMMENTS ON MOD-2 SUBMISSIONS REPORT

The Rozelle Rail Yard Pedestrian and Cycling Green Link has been severely diminished by MOD2 both in its original form and as amended in the April 2020 report. The direct connection from the Rozelle Rail Yard green spaces through to Bicentennial Park foreshore should be maintained.

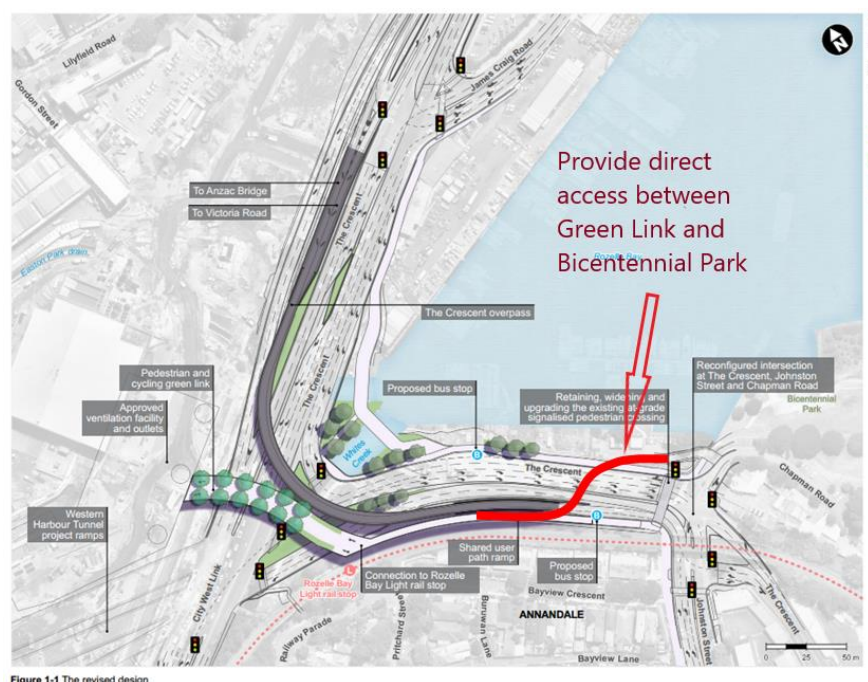
In the original approved WestConnex scheme, the active transport green link desire line was unimpeded using the green bridge which came to ground at the south in the Chapman Rd area giving direct access to Bicentennial Park without the need to cross the busy road of The Crescent. The MOD-2 layout in its initial and amended form is poorer than the original in the following ways:

- Traffic flow in The Crescent to and from Rozelle Interchange will be interrupted by frequent pedestrian traffic at the signals near Chapman Rd
- Active transport links for pedestrians and cyclists will funnel into a narrow footpath on the west side of The Crescent alongside the Light Rail brick retaining wall and then be interrupted by traffic signals to access Bicentennial Park.

The horseshoe shaped Shared User Path Bridge from the Original MOD-2 has been deleted which is a good idea as it was a very poor user experience.

The revised design shown in Fig 1-1A of the Design Amendment Report can be improved as follows:

- Coming from the north, take the Green Link across City West Link as per the original and MOD2 design.
- Once across, split the Green Link with one fork accessing the Rozelle Light Rail at high level and a second fork through directly to Bicentennial Park.
- Once there is sufficient vertical clearance over the up-ramp of the proposed new Crescent Overpass take the Bicentennial Park Fork across the Crescent bringing it to ground level in the Chapman Rd precinct.
- Maintain access through to and from Johnston St via the signalised existing pedestrian crossing with an expected much lower demand.



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